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DIRECTORATE OF
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Imagery Analysis Service Notes

17 January 1969

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This publication highlights significant or timely intelligence items derived from photography.

The interpretations in this publication represent preliminary views which are subject to modification in the light of further information and more complete analysis.

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CENTRAL INTELLIGENCE AGENCY
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IMAGERY ANALYSIS SERVICE NOTES NO. 2/69

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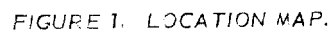
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USSR

Analysis of T-Shaped Bunkers at SA-I Sites and ABM Facilities Around Moscow

Six of the SA-I sites on Moscow's inner defensive ring, five of the six active ABM deployment complexes near the city, and the Doghouse ABM radar site all contain similar T-shaped earth-covered bunkers. The bunkers at the SA-I sites were newly identified in [] and their presence suggested a possible association between these sites and the ABM defenses at Moscow (see IAS Notes, 30 August 1968). A search of the relevant photography for positive evidence of such an association has now been completed and has failed to reveal any conclusive indicators. Some relationship is still suggested by the uniqueness of the bunkers at all twelve locations and by the fact that each of the SA-I sites where one is located is approximately on a line between an ABM complex and the center of Moscow.

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The T-shaped bunkers are unlike anything else in the Moscow area. All 12 were built using the same construction methods. They are similar in configuration, but those at the ABM facilities average about 105 feet longer across the bar of the "T" and about [] longer on the stem. Their average widths are about the same. There is no apparent pattern in their orientations. All of the bunkers are road served, but so far no unusual vehicles or equipment have been seen in their vicinity. (See Figure 1.)

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The initial construction dates for these bunkers range from [] [] at the ABM facilities, and from [] [] at the SA-I sites. In no case, however, did work begin near the same time on the T-shaped bunker at both an ABM complex and its corresponding SA-I site.

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A search of the other SA-I sites around Moscow revealed no similar T-shaped structures. Linear earth-covered bunkers were identified, however, at 18 of the sites, eight on the C-ring and ten on the E-ring. Like the T-shaped bunkers, each of the linear ones is located in the Yo-Yo radar area of the SA-I site.

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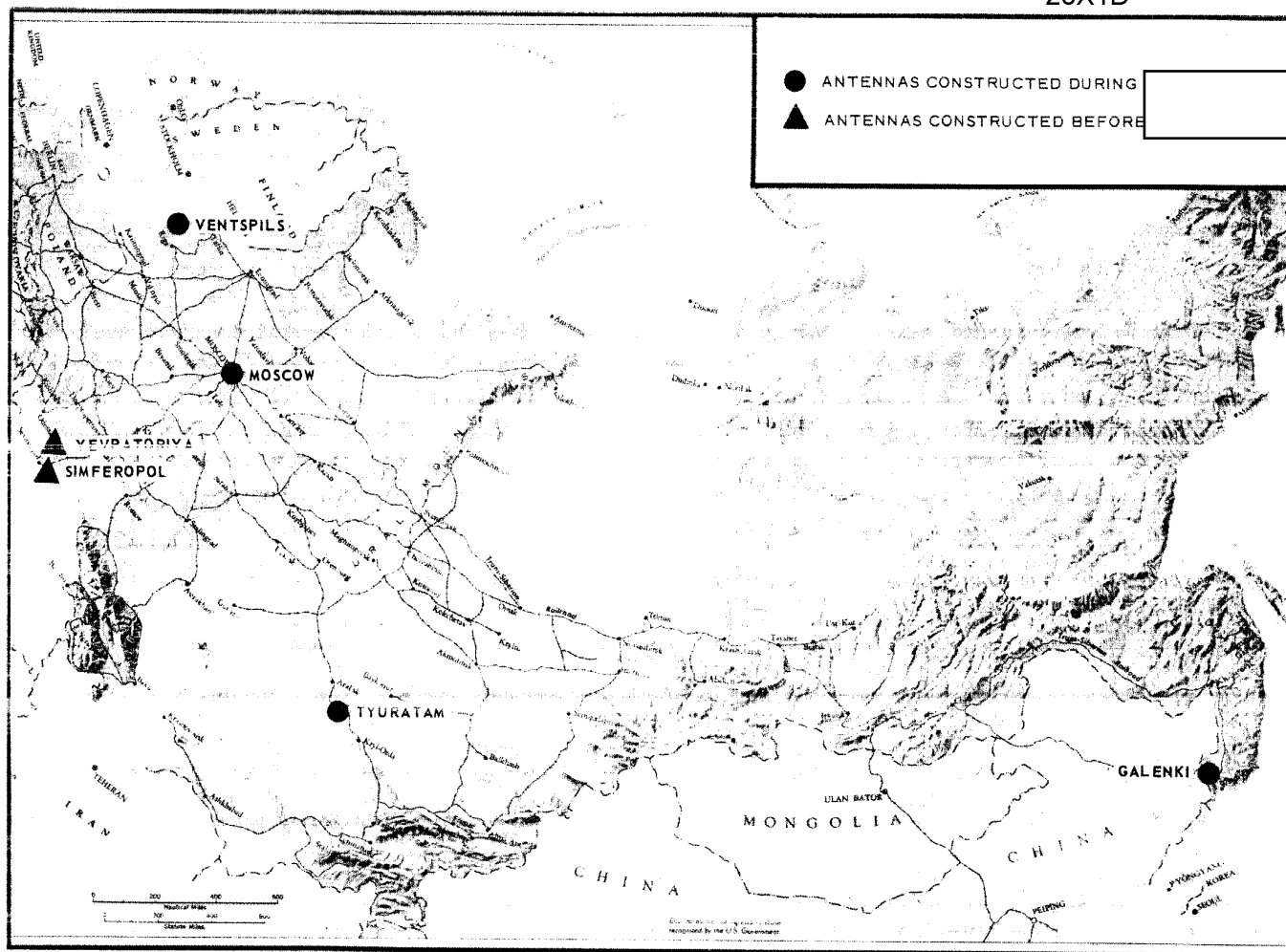


FIGURE 2. SPACE TRACKING FACILITIES WITH LARGE DISH ANTENNAS, []

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USSR

Evidence of an Enlarged Soviet Space Tracking Capability

Within the past two years, the Soviets have constructed large new dish antennas at two space tracking facilities they are building at Tyuratam and Ventpils and at two existing facilities at Moscow and Galenki. Similar antennas had previously been constructed only at Simferopol and Yevpatoriya (see Figure 2). The new antennas were probably built as part of an effort to establish a more effective space and lunar tracking capability, although we cannot determine their exact function. Those at Moscow and Galenki were constructed during the same time period, and they were seen in an operational position during the circumlunar flight of Zond VI in [REDACTED] See the following table for the chronology and dimensions of each new antenna.

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At Tyuratam and Galenki, in addition to the dish antennas now present, construction activity seen on [REDACTED] photography suggests that a second such antenna is to be added to each facility. The Soviets often use two separate antennas for transmitting and receiving rather than one antenna with more sophisticated electronics.

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FIGURE 3. RAILROAD CONSTRUCTION IN HEILONGKIANG PROVINCE.

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CHINA

Railroad Construction Resumes in Northeast China

Active railroad construction has resumed on the rail line being extended northwestward from Ku-lu-chi (50-24N 124-07E) into a timber rich area of Heilungkiang Province near the Soviet border (see Figure 3).
[REDACTED] KH-4 photography shows that since the middle of the year the Chinese have laid new track and have rebuilt the construction camps which had been partially razed. The rail line presently terminates about 50 nautical miles from the border.

Earlier photographic evidence had indicated that this project was abandoned in the [REDACTED] (see IAS Notes of 8 August 1968). Its apparent resumption tends to support a recent Chinese claim that railroad construction units in the Northeastern Forestry Region are stepping up their final stage of railway construction despite severe cold weather

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